

Chris King Is One-Stop Shop For Hubs, Headsets and BBs

When most riders think of Chris King Precision Components they think of headsets. But the Oregon-based company offers much more diversity in its product range including bottom brackets.

"It's a product that not a lot of people have on their bike yet," said Jeff Menand, sales manager for Chris King Precision Components, manning the booth yesterday at Outdoor Demo. The company isn't exhibiting here indoors.

Chris King bottom brackets feature the company's own steel bearings that are used on King's other parts. It also has an injection system to lubricate the bearing, making it convenient and fast for users to maintain. King's bottom brackets are compatible with almost every manufacturer including SRAM, Truvativ, Shimano and Race Face.

"We're highlighting it because so

few people have deployed them on their bikes," Menand said. "The people who are using it are like, 'Oh, my gosh, it's one more component on my bike that I don't have to fuss with or worry about.'" The bottom brackets sell for \$129 to \$149.

As far as hubs, Chris King is deploying a 142-millimeter by 12-millimeter option. "It's a dropout spacing that's more prevalent and more dominant on 2011 frames in Europe, the States and in

Asia," Menand said. Menand said King hubs are gaining a strong following beyond the mountain and road touring crowd.

"We've established an incredible reputation in our mountain bike hubs and our road touring hubs and now our cyclocross hubs for cyclocross racing because they're so well sealed for wet weather," Menand said.



Jeff Menand, who manned the Chris King booth at Outdoor Demo, talked up its hubs.

Kilowatt Bikes Tailors E-Bikes To Emergency Workers, Commuters

Instead of waiting for the electric bike market in the United States to come to him, Richard Kraatz of Kilowatt Bikes is going after it.

Kraatz' company, in Ketchum, Idaho, is launching two new e-bikes at Interbike aimed at specific niches.

The Bart is a 20-inch commuter e-bike with a carbon fiber frame that helps make up for an e-bike's biggest drawback: the weight of the motor and battery.

But the Bart has another trick up its sleeve. The handlebars quickly fold flat and the pedals flip up, allowing the Bart to be used on its name-sake, the BART—the Bay Area Rapid Transit system—at peak times, Kraatz said. The carbon Bart bike will retail for about \$4,000.

"Kilowatt is all about taking cars off the road," Kraatz said.

The other niche Kilowatt is targeting

is urban emergency service responders, including police and fire departments and EMTs.

For them, Kilowatt is offering a Police e-bike that uses a beefed-up BionX 500-watt motor that permits a top speed of 30 miles an hour and a range of 30 miles on a charge, Kraatz said.

It is, Kraatz said, the first e-bike he knows of that targets the police market. He seeks to improve upon the modified mountain bikes used by several police departments.

Equipped with a department's lights and sirens, the Police bike may allow first responders to reach a site more quickly than by car or motorcycle.

"I'm not waiting years to catch up with Europe," Kraatz said. "We're going after the commuters and the municipalities."

See the Kilowatt bikes at Booth 3045.



Richard Kraatz with Kilowatt's new police e-bike (foreground) and carbon fiber 20-inch commuter e-bike.

BIKE
USA

STABILIZER WHEELS

A kit that solves bicycle balance problems

BIKE USA Inc.
2811 Brodhead Rd.
Bethlehem Pa. 18020
P: 610-868-7652
www.bikeusainc.com
adam@bikeusainc.com



Visit us at
Booth # 2254